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GOOD ROADS THROUGHOUT THE U. S. COST \$206,000,000 LAST YEAR

[By Latest Mail]
WASHINGTON, D. C.—Approximately \$206,000,000 was spent last year on public roads in the United States, according to statistics prepared by the U. S. department of agriculture. In 1904 the total was only \$79,000,000. In nine years, therefore, the increase has been over 250 per cent.

This awakening on the part of the country to the importance of good roads has, experts say, been due in

great measure to the principle of state aid to counties and other local communities. New Jersey began the movement in 1891 when it passed its state highway law. Massachusetts and Vermont followed a year later, but for the most part the other states were slow to move. In 1904 only 15 had state highway departments; today there are only six that have not. In 1913 the individual states appropriated a total of \$38,755,088 to supplement local expenditures.

The value of this state aid is, however, not to be measured by the figures alone, for the bulk of the money comes, and always must come, from the counties and townships. Thus in 1912 the cash outlay by counties, districts and townships, was \$137,493,985. Complete figures for 1913 are not yet available, but it is safe to estimate the sum at approximately \$151,000,000. To this must be added some \$15,000,000, to represent the value of labor contributed instead of cash in districts where this practice prevails. Last year, therefore, local communities contributed, in round numbers, one hundred and sixty millions of dollars, as against appropriations from state treasuries of \$37,755,088. The true importance of this thirty-eight millions lies in the fact that it means expert supervision of the expenditure of a considerable portion of the vast sum of two hundred millions. When each county built as it chose and when it chose, the services of trained engineers were usually out of the question. There was little opportunity to test innovations, little advance in the science of road-building, and there was also difficulty in arousing each county individually to do its best to improve conditions within its own limits. State aid has changed all this. The best engineering skill is available for all works of importance, there is cooperation and a constant stimulus to further improvements. The money contributed by the states does not only build more roads, it makes better those that other money builds.

At the present time there are in the United States 20,741 miles of roads improved either wholly or in part by state aid. This is nearly the mileage of the French routes nationales, the system of great national highways which is the envy of every civilized nation. The routes nationales are, of course, only a small part of the total mileage of France, where practically every road of any importance is an improved road, and France is a vastly smaller country, both in area and in population than the United States, so that this comparison is not, in itself, very flattering to our progressiveness. It shows, however, that we have at least made a beginning. Of the 2,226,842 miles of roads in the United

States, 233,774 miles, or approximately 10 per cent, are classed as improved.

To improve the remaining 90 per cent may well seem a big job. It is, in fact, only made possible because the work really pays for itself. From material gathered by the U. S. department of agriculture, it is now possible to prove not only that good roads are a profitable investment, but to determine exactly what dividends they pay. An investigator assigned to this problem in any given locality first ascertains the extent of the territory that is tributary to any main road, much as one might ascertain the territory tributary to some river. The next step is an accurate estimate of the total production of this territory; so much grain, so much tobacco, so much garden truck, etc., etc. Of this quantity a certain portion is consumed on the farm, the rest is shipped over the road in question. The whole calculation can then be checked by investigators at the shipping point to which the road leads. In general it has been found that the two methods yield much the same information—the total amount of produce hauled over the road. Next, the length of the average haul is calculated, the size of the load permitted by the character of the road ascertained, and the cost of teams and drivers figured. With these facts before him, the investigator is now able to state positively the cost of hauling a ton of produce on that road, to express in terms of these "ton-miles" the freight traffic on the road, and finally the total cost to the community served by the road of hauling its goods to market. Armed with these data, it is easy to decide how much money can be profitably spent in improving the road, and what are the returns that the investment yields to the community.

These returns are of various kinds. First and foremost is the production of the actual cost of hauling, the plain fact that it takes less time and labor to haul a load over a good road than over a poor one. Less obvious is the effect of improved roads in increasing the total output of a community. In the case of one county in Virginia where particularly thorough records have been kept, this output was more than doubled. The farmers found that with a market always and readily accessible to them, it paid to work the land to its maximum production.

This explains the very remarkable rise in farm land values which nearly always accompanies road improvement. The rise is not a fictitious one, of no benefit to the man who wishes to farm and not to sell. The land is more valuable because it can profitably be made to produce more. In other words, the money that goes into the road comes back with interest from the land.

"Tommy" said his mother, "do you think you'll get a prize in school for being good?" "No'm," said Tommy. "Why not, sir?" asked his father, sternly, laying down his paper. "Because they don't give any," answered Tommy meekly.

DAUGHTERS OF HAWAII TO SERVE LUNCH SATURDAY

The delicatessen sale to be held by the Daughters of Hawaii in Progress hall, corner of Beretania and Fort streets, lower floor, Saturday August 1, will begin at 11 o'clock a. m.

A light luncheon will be served at noon-time at the same place. Mrs. F. W. Macfarlane is the chairman in charge, with the following ladies assisting:

Mrs. Charles Lucas and Mrs. H. B. Booth, committee on luncheon; Mrs. Fuller and Mrs. Anna Wright, committee on poultry and other meats; Miss M. Walker and Mrs. J. M. Dowsett, committee on pies and cakes; Miss Lucy Peabody and Mrs. Holloway, committee on Hawaiian dishes and delicacies; Mrs. Faxon Bishop and Mrs. Ida Waterhouse, committee on salads and hot rolls; Miss Emily Ladd and Mrs. T. J. King, committee on baked beans and brown bread; Mrs. Klobahn, committee on iced coffee; Miss Kulamann Ward, Miss M. Ladd, Mrs. C. M. V. Forster, committee on home-made candies.

Practical Prescription Against Stomach Acidity

Nine-tenths of all cases of stomach trouble nowadays are caused by too much acid. In the beginning the stomach itself is not diseased but if this acid condition is allowed to continue the acid is very likely to eat into the stomach walls and produce stomach ulcers which may render a radical surgical operation necessary even to prolong life. Therefore, an "acid stomach" is really a dangerous condition and should be treated seriously. It is utterly useless to take pepsin and ordinary stomach tablets. The excess acid or stomach hyperacidity must be neutralized by the administration of an efficient antacid. For this purpose the best remedy is bisurated magnesia taken in teaspoonful doses in a fourth of a glass of water after each meal. Larger quantities may be used if necessary as it is absolutely harmless. Be sure to ask your druggist for the bisurated magnesia as other forms of magnesia make effective mouth washes but they have not the same action on the stomach as the bisurated. For sale by Benson, Smith & Co., Chambers Drug Co., and Hollister Drug Co.—advertisement.

"Now, my son, you are married. Be what a man ought to be." "How do I know just what a man ought to be?" "Your wife will furnish full plans and specifications."

GOLD COINS OF UNCLE SAM LOOK GOOD TO RUSSIA

[By Latest Mail]
ST. PETERSBURG, Russia.—Russia is about to recognize as legitimate the emigration of her surplus millions to countries other than those in Europe, and the ministry of commerce today submitted to the cabinet a bill to abolish some of the penalties hitherto attaching to unauthorized emigration.

The bill, in its preamble, specially refers to the 281,000 emigrants from Russia to America last year, and also to the fact that \$50,000,000 was remitted to Russia in 1913 by Russian subjects who have settled on the other side of the Atlantic.

Cheap Passports. In the place of the expensive passports which heretofore have been necessary to everybody desiring to depart from Russia, permits will be issued at the coast of only ten cents in future.

The fine of \$7.50 half yearly until now inflicted on absentees who have been more than six months abroad, is to be abolished in the case of those returning on board Russian steamers. The bill also provides for the establishment of a fund to assist emigrants in Russian ports and abroad and for the appointment of a special commission to defend their interests in foreign countries.

Emigration agents, by one clause of the bill, are made liable to imprisonment for holding out false inducements to emigrants.

Toe dancing is not a comparatively modern French invention, as is popularly supposed, since a piece of Egyptian pottery over 2000 years old, now exhibited by the Institute of Archaeology in London, shows a girl taking such steps in modern ballet style.

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By Lydia E. Pinkham's Vegetable Compound and Wants Other Suffering Women To Know It.

Kurfirstboro, Tenn.—"I have wanted to write to you for a long time to tell you what your wonderful remedies have done for me. I was a sufferer from female weakness and displacement and I would have such tired, worn out feelings, sick headaches and dizzy spells. Doctors did me no good so I tried the Lydia E. Pinkham Remedies—Vegetable Compound and Sanative Wash. I am now well and strong and can do all my own work. I owe it all to Lydia E. Pinkham's Vegetable Compound and want other suffering women to know about it."—Mrs. H. E. MABEN, 211 S. Spring, St. Murfreesboro, Tenn.

This famous remedy, the medicinal ingredients of which are derived from native roots and herbs, has for nearly forty years proved to be a most valuable tonic and invigorator of the female organism. Women everywhere bear willing testimony to the wonderful virtue of Lydia E. Pinkham's Vegetable Compound.

Why Lose Hope. No woman suffering from any form of female troubles should lose hope until she has given Lydia E. Pinkham's Vegetable Compound a fair trial.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.